

Barrow - Airport Master Plan**FY2013 Request: \$500,000****Reference No: 47757****AP/AL:** Allocation**Project Type:** Research / Studies / Planning**Category:** Transportation**Location:** Barrow**House District:** Arctic (HD 40)**Impact House District:** Arctic (HD 40)**Contact:** Steve Hatter**Estimated Project Dates:** 07/01/2012 - 06/30/2019**Contact Phone:** (907)269-0730**Appropriation:** Airport Improvement Program**Brief Summary and Statement of Need:**

This project will develop a new Airport Master Plan for the Barrow Airport, including the planning for preliminary engineering, design and scoping for an aircraft maintenance hangar in Barrow capable of supporting the Alaska Air National Guard (AKNG) and United States Coast Guard (USCG) C130 operations in the Arctic.

Funding:	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	Total
Fed Rcpts	\$500,000						\$500,000
Total:	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000

<input checked="" type="checkbox"/> State Match Required	<input checked="" type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
5% = Minimum State Match % Required	<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill		

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

None.

Project Description/Justification:

The last Barrow (Wiley Post – Will Rogers Memorial) Airport Master Plan was completed in 2000. Typically airport master plan updates are conducted every five to ten years at primary commercial service airports such as Barrow. Since 2000 there have been many changes in and around the Wiley Post – Will Rogers Memorial airport. The runway has been relocated to the south, neighborhoods have continued to develop to the north and there is now interest in developing aprons and lease lots to the south of the airport. An update is needed to address these issues and better prepare for the future.

The Arctic coast is approximately 927 miles long or 1,492 kilometers, and a high priority for the State of Alaska and all federal agencies. The retreat of sea ice combined with an expected increase in human activity—shipping traffic and oil and gas exploration—has increased the strategic interest that the United States and other nations have in the Arctic region. The region's strategic value was further underscored by a 2008 United States Geological Survey study which stated that the extensive Arctic continental shelves may constitute the world's largest unexplored prospective area for petroleum. As a result of these and other anticipated changes in the Arctic, the U.S. Coast Guard is expected to face increasing responsibilities covering Alaska's Arctic coast. According to Coast Guard officials,

some of the Coast Guard's 11 statutory missions will take on particular importance including Fisheries Enforcement, Search and Rescue, Marine Environmental Protection, and Aids to Navigation mission areas. In addition, the Coast Guard, through the Department of Homeland Security (DHS), has been tasked with specific Arctic policy objectives set forth in National Security Presidential Directive 66/ Homeland Security Presidential Directive 25 (NSPD-66/HSPD-25)—a January 2009 directive which outlines national Arctic policy and tasks senior officials, including the Secretary of Homeland Security, with its implementation. The Coast Guard currently has limited capacity to operate in the waters below the Arctic Circle—the Bering Sea and the Aleutian Chain—and increasing responsibilities in an even larger geographic area, especially in the harsh and remote conditions of the northern Arctic, will further stretch the agency's capacity. Presently, all of the Coast Guard's assets are based well below the Arctic Circle, so Coast Guard operations above the Arctic Circle are constrained by several factors, including the time required for surface vessels and aircraft to cover vast distances to reach the Arctic Circle. When the Coast Guard is able to respond to an incident, its surface and air assets are limited by fuel capacity and the distance to fuel sources. As a result, Coast Guard cutters (non icebreakers) and aircraft are only able to operate for a few days or a few hours on scene before returning for fuel.

This project contributes to the Department's Mission by reducing injuries, fatalities and property damage, by improving the mobility of people and goods and by increasing private investment.